

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

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1. [REDACTED] Chinese Communist railway traffic accidents increased 43 percent over the first quarter of 1952. There were 94 major accidents in the first quarter of 1953 and this was an increase of 52 percent over the first quarter of 1952. The most serious accidents involved passenger trains rather than cargo trains, which had the most serious accidents in the past. Fifteen major passenger train accidents, including head-on collisions, derailments and overturning, occurred during the first quarter of 1953. 25X1
2. [REDACTED] a mixed cargo and passenger train of the Harbin Railway Bureau overturned and resulted in several hundred casualties. The accident was caused by excess speed and occurred at Lungchaokou (7893/3629/3297). The locomotive was destroyed, six passenger cars were rendered useless or damaged, and traffic was suspended for 48 hours. This accident was the most serious since the People's Railways were established. During March a total of 31 engines exceeded the speed limit in the Lungchaokou area. 25X1
3. [REDACTED] a serious accident occurred when a Canton Railway Bureau freight train was derailed and overturned at Tsiaoshui-p'u (N 26-18, E 112-50). Fourteen freight cars were damaged and four were entirely destroyed. The losses of the cars, steel rails, and sleepers totalled over JMP 20,000,000,000. 25X1
4. The engine departments were responsible for 1,646 accidents during the first quarter of 1953. Among these accidents 30 were classed as major accidents and 190 were termed serious. These accidents were caused because cadres did not have sufficient knowledge about traffic safety. Some of the engineers were charged with exceeding the speed limits. Twenty train collisions occurred during the first quarter of 1953. An example was an accident which occurred [REDACTED] when [REDACTED] an engineer, while coupling and uncoupling trains at the Chengchou Railway Station, ignored signals and collided with [REDACTED] 25X1

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Chengchou patrol unit cars. Six passenger cars were damaged.

5. During the first quarter, 84 accidents were caused by violations of coupling regulations. Most of these accidents resulted from faulty inspection and repair of cars, improper maintenance, faulty repair and inspection of public works, defective maintenance and repair of telecommunication equipment and unreasonable use of labor. A typical accident occurred [redacted] when train [redacted] Tientsin - P'uk'ou Railway lost its brake near the Tientsin West Station and damaged its "hsia la t'iao (0007/2139/2742)" and several thousand railroad ties. The accident was caused by poor inspection and faulty repair of cars. The Hengyang shop violated regulations by fitting two passenger car axles on cargo trains which caused sluggishness of the wheels. 25X1
6. The Bureau of Engines (sic) of the Ministry of Railways called a full meeting to examine the responsibility, circumstances, and major causes of the accidents, and to formulate measures to prevent accidents and ensure traffic safety. The decisions of this meeting were as follows:
 - a. The heads of the bureaus of engines of the railway administrations, the chiefs of the engine sections of the branch railway administrations, and officials of subordinate engine units should study past accidents, educate all traffic personnel in safe operations, and be severely critical of persons not heeding operations instructions.
 - b. All traffic direction personnel and engineers should realize the maximum speed which any given line can stand. The engineers of the bureau of engines of the railway administrations should prepare data on the maximum speed of traffic turnover between sections, based on the existing conditions on the several lines, and give this data to the traffic direction personnel and engineers as reference for travel between sections. The traffic personnel should have full control over the movement of traffic. In the event a train arrives considerably ahead of schedule and at an excessive speed, the traffic personnel should immediately report the incident to the proper authorities.
 - c. Thorough training in observing and measuring speed should be conducted. Calculation tables based on the number of telegraph posts and milestones should be prepared and given to the traffic personnel.
 - d. In entering stations, engineers should observe the 25 kilometer limit on curved approaches and the 45 kilometer limit on straight approaches, excluding those lines equipped with special brakes.

7. [redacted] the Chinese Communist railways saved 53,006 tons of coal, according to statistics compiled by the Chinese Communist Ministry of Railways. This saving, equivalent to approximately JMP 10,000,000,000, was 3.53 times the savings quota of 15,000 tons planned at the start of the savings drive. The savings achieved throughout the country were: the Tientsin Railway Administration, 9,222 tons of coal; the Harbin Railway Administration, 6,685 tons; the Tsitsihar Railway Administration, 5,266 tons; and the Kirin Railway Administration, 6,741 tons. The Ministry of Railways issued a special circular, signed by Minister T'ENG Tai-yuan (3326/0108/6678), commending the railway administrations and announcing a savings quota of 20,000 tons of coal for the second quarter of 1953. 25X1

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